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TUESDAY, MAY 8 1911.

二拜禮

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SPECIAL TELEGRAMS.

HOME POLITICS.

UNIONIST BY-ELECTION TRIUMPH.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 8, 10.10 p.m.
The result of the Barnstaple by-election is a triumph for the Unionist candidate, although he has not been returned.

His Liberal opponent's majority has been reduced by half.

LORDS' REFORM BILL.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 9, 7.5 a.m.
Lord Lansdowne has presented the Bill for the reform of the House of Lords.

He proposes a new chamber composed,

Firstly, of 100 Peers elected by Compeers from Peers who have been, and are, holders and ex-holders of any high office, army officers, ex-Commoners, lord mayors and provosts.

Secondly, 120 persons elected by the Electoral Colleges composed of Commoners according to the territorial distribution to be established by Commoners.

Thirdly, 100 persons appointed by the Crown on the recommendation of Ministers.

Lord Morley declared that the proposals submitted were inadequate and illusory. The Government could give no approval to any of them.

JAPANESE-CHINESE COMPROMISE.

[“INDEPENDENT NEWS” AGENCY.]

Shanghai, May 9th.

A compromise will be arrived at between the Japanese and Chinese Governments as to the coal mine question at Fu-Chun which has for some time remained in suspense. A happy conclusion is expected shortly.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals, Hongkong, begs to acknowledge with thanks the following donations:—Mr. N. J. Stubb \$25; Messrs. Denny and Bowley \$25; Mr. H. B. Phillips \$10.

SPECIAL TELEGRAMS.

CHINESE VIOLENCE AGAINST JAPANESE.

[“INDEPENDENT NEWS” AGENCY.]

Shanghai, May 9.

Another violence by the Chinese policeman against the Japanese soldiers, policemen and railway servants took place at Chang-Chun the other day. It was of the same character as that which took place at Mukden. A recurrence of such troubles, continues the telegram, will naturally lead to undesirable issues. The Chinese Government has judiciously apologized for what her subjects have done, in compliance with Japanese request. The matter has thus been brought to a speedy settlement.

GEORGES' GIFT TO KING GEORGE.

We are requested to state that any persons bearing the Christian name of George who are desirous of contributing to the Coronation Gift to His Majesty are requested to send their subscription as early as possible either to Dr. Montagu Harston, Alexandra Buildings or Mr. G. H. Wakeman at the Registry, Supreme Court.

The idea has been mooted, and has met with very wide acceptance, that those of His Majesty's subjects in every part of the British Empire, who bear the Christian name of George, shall unite in presenting a gift to His Majesty on the occasion of his forthcoming Coronation. We feel confident that the project has only to be made known to be taken up with fervour both in the Mother Country and in the Oversea Dominions of the Crown; and in order that as many persons as possible may join in the gift, it is proposed that Subscriptions shall be accepted from 1d. up to £5.

The list of the names of all the donors, but not the amount given by each, will be presented to the King.

The gift would lose much of its spontaneous nature if frequently brought before His Majesty's notice, and it is hoped therefore that those to whom the idea appeals, will pass on the information to others so that as little reference as possible is made to it in the newspapers.

In no case should any communication be sent to His Majesty direct.

We request that all contributions may be received by June 1st. CURZON OF KEDLESTON, 1 Carlton House Terrace, W. GEORGE HAMILTON, 17 Montagu Street, London, W. GEORGE REID, Commonwealth Offices, 72 Victoria Street, Westminster. STRADBROKE, Henham, Suffolk.

The year 1915, it is stated by a writer in one of the magazines, will be a very critical one in the history of the world. The Panama Canal will then be open. The treaty between Britain and Japan will come to an end, and Germany will have completed her present shipbuilding programme. The Kiel Canal will have been widened. And we shall probably have survived the Banana Skin Fall paragraph.

REUTER'S TELEGRAMS.

HANGCHOW RIOTS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Shanghai, May 9th, 12.10 p.m.

Owing to the scarcity of rice, riots occurred at Hangchow on Saturday. The mob attacked the rice shops.

Some of the rioters were arrested, but were rescued.

The Yemens were pillaged, and officials' houses destroyed.

Soldiers were called out to quell the disturbance.

TROUBLE IN HANG CHOW.

CAUSED BY OFFICIALS.

[“SHANGHAI PO” SERVICE.]

Peking, May 8.

The trouble in Hang Chow, as reported yesterday, was caused by the officials in driving the people to the extreme. The result was that the Court of Tribunal, the Police Bureau and the rice depots were destroyed.

BRITISH TRADE.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 8th.

The trade returns for April show a decrease in imports amounting to £7,705,244 mainly in grain, flour and cotton wool.

There was an increase in exports amounting to £400,241.

MANIFESTO BY PRESIDENT DIAZ.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 8.

President Diaz has issued a manifesto declaring his intention to resign the Presidency as soon as peace is restored.

INTERNATIONAL OPIUM CONFERENCE.

REUTER'S SERVICE TO THE "TELEGRAPH."

Reuter's correspondent at the Hague states that in all probability the International Opium Conference will not be held this year.

CHINESE TELEGRAMS.

"RED LANTERN" BRIGANDS.

CREATE DISTURBANCE.

[“SHANGHAI PO” SERVICE.]

Peking, May 8.

The “Red Lantern” brigands have created a disturbance in Shantung. A number of them have been killed.

GENDARMES NOT TO BE ABOLISHED.

[“SHANGHAI PO” SERVICE.]

Peking, May 8.

Owing to the recent outbreak in Canton, the Army Advisory Council has decided not to abolish the gendarmes for the present.

VICEROY OF SZE- CHWAN.

[“SHANGHAI PO” SERVICE.]

Peking, May 8.

The brother of the newly appointed Viceroy of the Three Eastern Provinces does not wish to succeed his brother as Viceroy of Sze-chwan. He has accordingly asked the Prince Regent to cancel his appointment.

PRESIDENT OF ARMY BOARD MEMORIALIZES THRONE.

[“SHANGHAI PO” SERVICE.]

Peking, May 8.

The President of the Army Board has memorialized the Throne to withdraw the power over the military affairs from the New Cabinet, as he is of opinion that obstacles might be placed in the way in case of operations.

The Prince Regent has complied with the President's request.

JAPANESE DESTROY CHINESE CONSULATE.

[“SHANGHAI PO” SERVICE.]

Peking, May 8.

A certain Chinese consulate in Japan has been destroyed by the Japanese. It is reported that the Japanese are willing to pay compensation.

CHINESE TELEGRAMS.

COMMANDERS OF RE- CRUITS FORBIDDEN PEKING.

[“SHANGHAI PO” SERVICE.]

Peking, May 8.

The President of the Army Board has telegraphically instructed the Commanders of the recruits of the various provinces not to come to Peking to consider the reorganization of the army for the present owing to the recent outbreak in Canton.

A LOCAL DANGER.

BOARDING VESSELS UNDER WAY.

As we have already reported, the Marine Court magistrates recently fined certain masters of launches for boarding vessels in the harbour under way. A well-known firm here made a plea for leniency in the matter because of the fact that the steamer concerned had but little time in port.

Commenting on this the “Leading Light” says: It is worthy of remark that the plea for leniency should have come from the vessel's agents who apparently disregard the anxieties and responsibilities thrown on the master of the vessel through launches and cargo boats making past at full speed, one of the crew who is stationed in the bows manages dexterously to take hold of some part of the vessel with a hook and a wire pendant with several fathoms of strong line attached. There is a breathless pause as the line runs out over the bows and as the bidders and brought up with a turn, and the boat that a moment before was lying idly on the water is now leaping along beside the steamer at a speed of ten or twelve knots while her crew scramble wildly up the side and board the ship. However fine it may be from a spectacular point of view, the practice is, nevertheless, a dangerous one and one that should be prevented by whatever means the local authorities may have at their disposal.

It cannot be too strongly insisted upon that by permitting this illegal boarding, Hongkong is laying itself open to grave dangers of infection in the cases of ships coming from ports where an epidemic is raging. There is nothing to prevent a horde of boarding-house runners from mingling freely with the deck passengers while they affix the labels of their houses to the luggage and then slipping back into their boats while the vessel goes on to the quarantine anchorage to be disinfected. There is, beside, the possibility, or one should say the fact, for it is frequently done, of opium being smuggled into the colony by these means.

POLICE COURT.

The two men, charged with the murder of a man on the s.s. Kwong Sai, again came before Mr. J. R. Wood, this morning, at the Magistracy. One of the men was discharged and the other committed for trial.

A case of armed robbery also came before the same magistrate. It concerned a man named Li Choung, who was charged with committing armed robbery at 311 Queen's Road West on the 22nd ult. He was committed to the sessions for trial.

Luiz Gomes, of No. 47, Pottinger Street, was summoned this morning before Mr. E. R. Hallifax for committing a nuisance. Defendant pleaded guilty and was fined \$1.

DEATH OF CAPTAIN GJERTSEN.

The death occurred on Saturday in Kobe of Captain Johan Frederik Gjertsen, late gunner of the Oriental Whaling Co.'s steamer “Rex,” at the age of 54. The deceased had been ill for some time, and in spite of the best medical attention, it was realised that the case—cancer of the liver—was a hopeless one. Deceased had been in Japan for about eighteen months engaged in whaling operations. He was one of the best-known of Norwegian whalers, and has taken part in many important expeditions connected with this branch of fishery. Deceased leaves a wife and family in his native town, Tjimo, near Tronsberg in Norway. The pall-bearers were Messrs. Landborg, L. Anderson, Meyer, Bruhn and Larsen, Captains Larsen, Halvorsen and O. E. Anderson. Mr. Shibutani, of the Oriental Whaling Co., who was the chief mourner, said a few words at the interment. Mr. Hasche, the Norwegian Consul at Kobe, also delivered a short address at the graveside, as did Captain Halvorsen, of the steamer “Tungas.”

CHRISTIAN SCIENCE.

THE GRAIN OF TRUTH IN A RIDICULOUS SYSTEM.

The tenets of the Christian Scientists that organic complaints could be cured by mental suggestion was strongly criticised by Rev. A. J. Waldron, vicar of Brixton, in an address at St. Nicholas Cole Abbey, Queen Victoria-st. At the same time he gave some interesting instances of influence exerted by the mind on the body, and told of the experiment of an American scientist who set a class of students to work at dumb-bell exercise with the right hands. Meanwhile, their left arms were tied to their sides, but they were told to concentrate their minds on the fact that they were exercising their left arms. When their left arms were released after the exercise it was found that they could actually strike a heavier blow with their left arms than their right.

Concerning hypnotism, the speaker said that the whole power of this was in suggestion; no person really hypnotised the patient, but the patient hypnotised himself.

A certain power of hypnotism was being used by all of us. Everyone omitted an aura. One could feel it in a tram or bus. Some men emanated health and optimism; others the very influence of hell.

There was thus that amount of truth in Christian Science, but on the other hand, the philosophy of Christian Science was the most ridiculous thing they ever found in their lives.

There are at the present moment no fewer than 73 warships being constructed in England. The total displacement is 419,556 tons. Of these, eleven are being built in the Royal Dockyards, their displacement being 100,240 tons.

BOXING.

There is little wonder that the pugilist, Jack Johnson, has never been knocked out if one may credit a statement just to hand from the United States. It would appear that the coloured champion recently visited a hospital in San Francisco, and while there had an X-ray photograph taken of his head. The result was that his skull was found to vary in thickness from half to three-quarters of an inch. It takes a Roentgen ray from five to fifteen seconds to penetrate the average human skull, but it took over five minutes to pierce Johnson's head.

FINANCIAL NEWS.

SILVER MARKET.

In the Silver market quotations have ruled somewhat higher, says the “L. and O. Express.” There has been but little inquiry from China, where the markets apparently are quiet. Stock of Sycee and Bars in Shanghai are now rather over 23,100,000, whilst in addition there is an important quantity of dollars, estimated on March 17 to amount to \$800,000. Messrs. Samuel Montagu and Co. in their weekly circular state:—

The news that the Chinese Government has taken a preliminary step to provide an Imperial Currency had a marked effect not only upon the views of Chinese merchants, but also upon the Indian bazaar. It must be borne in mind that in similar circumstances it is usually the practice to purchase an initial limited quantity of silver for immediate purposes, and then proceed to call in old coins. It is probable that the Chinese authorities may work on similar lines. Though they have no obsolete coin of Imperial minting to recall, they have available in the country a large quantity of Mexican dollars which in time would be superseded; also the vast stock of sycee. The analogy with other countries, however, is not quite parallel, for the minting of reliable Imperial coin in diverse denominations may prove so useful to the development of China that a larger amount of silver may circulate in this form than in the primitive and inconvenient form of sycee, and this demand on the part of so large a population would be appreciable. A shipment of 245,000 has been made from San Francisco to Hongkong.

The Weather Forecast.



On the 9th at 11.55 a.m.—The barometer has risen quickly in E. Japan, the depression lying to the North of Hokkaido yesterday, having moved away over the Pacific.

Pressure continues relatively low over Tongking and the northern shores of the China Sea. The higher pressure area has shifted Eastwards and lies now over S. Japan.

Fresh E. and S.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.72 inches.

Forecast District.

1.—Hongkong and Neighbourhood, E. and S.E. winds, fresh to moderate; showery.

2.—Formosa Channel, E. winds, moderate.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

HONGKONG CORONATION CELEBRATIONS.

The following list of subscriptions has been forwarded to us for publication:—

Hongkong and Shanghai Bank	1,000
Jardine, Matheson and Co., Ltd.	1,000
Butterfield and Swire	1,000
David Sassoon and Co., Ltd.	1,000
F. D. Sassoon and Co.	1,000
E. Pabney	750
Molchers and Co.	500
Arnhold, Karberg & Co.	500
Carlowitz & Co.	500
Deutsch-Asiatische Bank	500
Hamburg-Amerika Linie	500
Stomsson & Co.	500
Norddeutscher Lloyd	500
Johson & Co.	500
Garrels, Borne & Co.	500
Chartered Bank of India, Australia & China	500
Union Insurance Society of Canton, Ltd.	500
Roiss & Co.	500
Chater & Mody	500
G. H. Medhurst	500
Reuter, Brockelmann and Co.	250
Sander, Wieler & Co.	250
Wm. Meyerink & Co.	250
Ferd. Bornemann & Co.	250
F. Blackhead & Co.	250
Gilman & Co.	250
Bradley & Co.	250
China Traders' Insurance Co., Ltd.	250
British American Tobacco Co., Ltd.	250
Hongkong & Whampoa Dock Co., Ltd.	250
Hongkong, Canton & Macao Steamship Co., Ltd.	250
E. S. Kadoorie & Co.	200
Vacuum Oil Co.	200
Schuldt & Co.	150
Burns & Reif	150
Houser, Eberius & Co.	150
Ruedesker & Co.	150
Wendt & Co.	150
China Export-Import Bank Co.	150
Kruse & Co.	150
Dr. Muller, Just & Hoch	150
Hugo C. A. Fromm	100
Berlinger & Co.	100
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Chas. J. Gaupp & Co.	100
Arndt & Co.	100
Douglas, Lapraik & Co.	100
Douglas S.S. Co., Ltd.	100
A. S. Watson & Co., Ltd.	100
John D. Humphreys & Son	100
Thos. Cook & Son	100
Vernon & Smyth	100
Deacon, Looker & Deacon	100
Johnson, Stokes & Master	100
Wilkinson & Grist	100
Ewens & Harston	100
Bruton & Hett	100
M. J. D. Stephens	100
Dennys & Bowley	100
Stewart Bros.	100
Layton & Co.	100
G. Montague Ede	100
Chr. Witke & Co.	75
A. Bane	50
Lumko & Rogge	50
Kuhn & Komer	50
A. Prior	50
H. E. Pollock	50
M. W. Slade	50
C. G. Alabaster	50
Eldon Potter	50
Sir F. T. Piggott	50
Hastings & Hastings	50
H. Hancock	50
J. E. Joseph	50
R. A. Gabbay	50
M. S. Sassoon	50
A. W. Schellhies	25
Th. Christiani	25
C. Koenig	25
Medial Hall	25
D'Almeida & Smith	25
S. W. Tardor	25
J. H. Gordon	25
Golding, Barlow & Morrell	25
Otto Kong Sing	25

We are requested to mention that subscriptions of any amount, however small, will be welcome. Lists for the signature of subscribers will be placed in the principal Hotels and Clubs within the next few days. Subscriptions may be sent to the Hon. Treasurer, Coronation Celebrations Committee, c/o Messrs. The Hongkong & Shanghai Banking Corporation.

LOG BOOK.

LINERS AS WARSHIPS.

Mr. J. F. Mason asked the Prime Minister, in the House of Commons last month, whether, in view of the expressed determination of other Powers to reserve to themselves the right to convert merchant liners into warships without notification, His Majesty's Government proposed to take steps with a view to securing that British merchant liners should be equipped with adequate means for meeting such contingencies in case of war. Mr. McKenna replied that the Admiralty were prepared to meet the contingencies anticipated in the hon. member's question, and to take all necessary steps for the protection of British trade. Sir E. Grey announced, in reply to a question, that the United States Government had agreed to discuss the question of the English translation of the Declaration of London with the view to the adoption of a common version to be officially adopted for use by the navies of both countries.

UNCERTIFICATED OFFICERS.

Mr. MacGhee in the House of Commons last month asked the President of the Board of Trade, if he could state when he intended to introduce the Bill making it compulsory for certificated officers to be carried on all coasting vessels; and whether, at the same time, he would introduce legislation making it compulsory for all passenger vessels trading in home-trade limits to carry a certain number of qualified able seamen? Mr. Buxton replied that the Bill referred to would deal only with the question of certificated officers. He could not yet say when it would be introduced, but he hoped it would not be long delayed.

LINER v. TRAMP.

The Pacific Conference has declared war on the tramp steamers which operate in competition with the regular liners, and recently placed in force an arrangement to bring into effect a deferred rebate system, whereby shippers, giving the whole of their business to the regular lines, will be given a rebate of 5 per cent. at the expiration of a certain period, on it being shown that no cargo has been forwarded by other vessels than those in the conference lines. The fight is primarily against the tramp steamers of big corporations. These rebates will cover only shipments from Japan, and perhaps later from China. Cargoes from the United States ports to Japan will not be affected.

LOAD LINE AND LIFE LOSS.

Mr. Pointer asked the President of the Board of Trade in the House of Commons last month to give the number of seamen drowned by being washed overboard and the number of ships foundered in each year since the alteration of the load-line; and the numbers of men and ships drowned and foundered, respectively, for each year during the same period before the alteration of the load-line. Mr. Sydney Buxton, in reply said the figures are most satisfactory, and the comparison of the two shows a substantial diminution in loss of life. The number of masters and seamen reported as having been drowned by being washed overboard during the four years previous to the alteration of the load-line, namely 1903 to 1906, inclusive, was 257. The corresponding figure for the four years 1907 to 1910, inclusive, was only 163. The number of vessels lost in the respective periods was 201 before the alteration and only 144 since the alteration.

A telegram from Nagasaki reports the sad news that Mrs. J. W. Sneed left overboard from the s.s. Tamba Maru on April 25. Mr. and Mrs. Sneed left Shanghai on Sunday week with their children, returning to America, and the misfortune occurred the following morning. No details are yet to hand.

The P. & O. steamer "Dover," is due here to-morrow, from London. For Hongkong, Miss C. Pearce and Engineer G. W. Woodhouse; for Shanghai, from London, Mr. Semmens and Mr. H. H. Spence; from Marseilles, Mrs. G. Douglas and Mr. A. Pope; from Port Said, Rev. G. Douglas.

Intimations

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza, or malarial fever happens to prevail she is almost certain to have an attack of it, and then, often, paves the way for chronic troubles of the throat, lungs and other organs; and there is no saving what the end may be. Let the tired and overladen woman rest as much as possible; and, above all place at her command a bottle of

WAMPOLE'S PREPARATION.

A true and sure remedy for the ill and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. To be before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Biliousness, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists. [8]

LOST.

SUNDAY EVENING, in the vicinity of Parkside and Kowloon Cricket Club on Star Ferry, ONE GOLD DIAMOND CUFF LINK. Liberal Reward will be paid for the return of same to H. H. J., c/o Hongkong Telegraph. Hongkong, 8th May, 1911. [1115]

E. C. Wilks, M.I.Mech.E., A.M.N.A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches. ALEXANDRA BUILDINGS, 2ND FLOOR. Hongkong, 1st May, 1911. [1100]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

No. 1, Queen's Road East, HONGKONG.

29th April, 1911. [1095]

NETHERLANDS LLOYD of AMSTERDAM AND BATAVIA.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

WENDT & CO., Hongkong, Canton & Swatow.

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vaux Road Central. Telephone No. 500. Hongkong, 2nd Jan., 1911. [78]

A LING & CO. FURNITURE AND PHOTO SUPPLIES. DEVELOPING, PRINTING AND ENLARGING. 19, Queen's Road, 1905.

Public Companies.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Chinese Engineering and Mining Company, Limited, will be held at Witherspoon House, Hall No. 174, Old Street, in the City of London, on WEDNESDAY, the 17th day of May, 1911, at 12 o'clock noon, for the purpose of considering and if thought fit passing a Resolution authorizing the Directors to borrow or raise such further sums of money as they may think fit, but so that the amount borrowed or raised by the Company and then outstanding shall not exceed three-fourths of the issued capital of the Company. Dated this 31st day of March, 1911. By order of the Board, ALFRED W. BERRY, Secretary.

22 Austin Friars, London, E. C. A limited number of the Circular Letter to Shareholders in the hands of the Agent and can be had on Application. [1108]

THE CHINESE ENGINEERING AND MINING CO., LD.

NOTICE.

AN INTERIM DIVIDEND OF ONE SHILLING per Share, free of tax, on account of year ending 28th February, 1911, has been declared by the Directors of the above Company. COUPON No. 16 is payable on the 1st May, at the Chartered Bank of India, Australia & China and the Indo-Asiatic Bank at Tientsin and Shanghai.

J. S. DOBIE, Agent.

Hongkong, 1st May, 1911. [1098]

AUCTIONS.

PARTICULARS and CONDITIONS of Letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND adjoining Garden Lot 6, 2, Camille Hill Road, in the Colony of Hongkong, for a term of 75 years, commencing from 1st January, 1896.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	100	Camille Hill Road.	150 ft. by 150 ft.	22,500	30	1,000

Hongkong, 6th May, 1911. [1111]

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Bonham Road, in the Colony of Hongkong, for a term of 75 years, commencing from 6th April, 1904, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	100	Bonham Road.	150 ft. by 150 ft.	22,500	30	1,000

Hongkong, 6th May, 1911. [1112]

COLOUET CHAMPAGNE EXTRA DRY. 24 pints at \$22.50. FRENCH STORE, 6, Queen's Road. Hongkong, 15th Mar., 1911. [47]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application). 22, Queen's Road.

TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Underwritten and Executed. SHEWAN TOMES & CO. General Managers. Hongkong, 19th Mar., 1905. [41]

Consignees

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES. FROM NEW YORK AND SINGAPORE.

THE Steamship

"BLOEMFONTEIN."

Captain J. B. Pattison, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th inst., at 10 a.m. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO. Agents. Hongkong, 6th May, 1911. [1118]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and West Point Godown, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th of May, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 9.30 a.m. All claims must reach us before the 14th of May, 1911, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Agents. Hongkong, 3rd May, 1911. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 8 hours. Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 6th May, 1911. [4]

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS,

PROVISION & COAL

MERCHANTS.

Hongkong 23rd Mar., 1911. [990]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs net.

In Bags of 250 lbs net.

SHEWAN, TOMES & CO. General Managers. Hongkong, 6th May, 1911. [4]

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TO LET.

SECOND FLOOR of No. 84, DES VEAUX ROAD CENTRAL, newly completed with Lift and Lavatories.

GODOWNS in MASON'S LANE good for storage of Wines and other articles. Rent moderate.

FIRST FLOOR of No. 4, Des Vaux Road, Central.

Apply to— DAVID SASSOON & Co. Hongkong, 5th May, 1911. [1078]

TO LET.

GODOWN No. 64, DUNDRELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED. Hongkong 1st April, 1911. [61]

TO LET—GROUND FLOOR

OFFICES near Clock Tower, excellent situation. Rental \$150 per month payable in advance. Apply REX, P. O. Box 418. Hongkong, 29th April, 1911. [1096]

TO LET.

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GODOWNS, 151 to 155, PRAYA EAST.

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Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED. Hongkong, 8th April, 1911. [159]



SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS-TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamship Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fares					
\$40	Shanghai (Steamer).....Lv.		Thurs.	Sun.	
	Dairen (").....Ar.		Sat.	Tues.	
Y14.95	" (S.M.R. Train).....Lv.	6.00 a.m.	Sun.	Wed.	Fri.
	Mukden (").....Ar.	1.50 p.m.	"	"	"
Y11.50	" (").....Lv.	2.05 "	"	"	"
	Changchun (").....Ar.	8.30 "	"	"	"
R 9.60	" (Russian Train).....Lv.	*9.30 "	"	"	"
	Harbin (").....Ar.	*9.10 a.m.	Mon.	Thurs.	Sat.
			State	Wagon	State
			Ex-		Ex-
			press	Lite for	press
			for	for Mos-	for St
			Moscow.		Petg
	Connecting at Harbin with				

Connecting at Harbin with State Express for Moscow.

SOUTH BOUND.

Connecting at Harbin with			Express from Su- Fet'g.	Ex- press from Moo- ow	Line from Mos- cow
R 9.60	Harbin (Russian Train)...Lv.	* 11.20 a.m.	Mon.	Wed.	Fri.
	Changchun (")...Ar.	* 8.25 p.m.	"	"	"
Y11.50	(S.M.R. Train)...Lv.	10.30 "	"	"	"
	Mukden (")...Ar.	5.10 a.m.	Tues.	Thurs.	Sat.
Y14.95	(")...Lv.	5.25 "	"	"	"
	Dairen (")...Ar.	1.30 p.m.	"	"	"
Y40.00	(") Steamer...Lv.	Noon	Wed.	"	Sun.
	Shanghai (")...Ar.	"	Fri.	"	Tues.

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra Fare.....Y3.00. Sleeping Car Supplement.....Y6.00.

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SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "Mantetsu." Codes: A. B. C. 5th. Ed. A. 1. & Lieber's.

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AGENTS: MITSUI BUSSAN KAISHA, LTD.

Hongkong, 29th April, 1911. [775]

"The Beer That's Brewed to Suit The Climate"

"Just Try It"

Oriental Brewery Limited

Intimations.

A. S. WATSON & CO., LD

ESTABLISHED A.D. 1841.

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VERY OLD LIQUOR
SCOTCH
WHISKY**
A Blend of the Finest Pure
Malt Whiskies—distilled in
Scotland
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**GENUINE AGE
AND
FINE MELLOW
FLAVOUR.**

Robert Porter & Co.'s
BULL DOG
BRAND
**GUINNESS'
STOUT**
in PINTS and SPLITS.

A. S. WATSON & CO., LD.

ALEXANDRA BUILDINGS,
Hongkong, 7th July, 1910. [28]

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

Telephone: No. 1.

A. B. C. 5th Edition
Western Union.

**THE
Hongkong Telegraph**

HONGKONG, TUESDAY, MAY 9, 1911.

WOMAN'S FRANCHISE.

The introduction of a bill into the House of Commons, to give female suffrage, in even the most modified form, is an event which must provide much food for speculation. Already the legislature has laid down the rules governing the extension of the municipal vote to the fair sex, making the property qualification of paramount importance, and it is interesting to note that the bill, at present before the Commons, is moulded upon the same lines. The Conciliation Bill, of last year, was upon much the same basis, but it met an early fate, by being shelved in the most appropriate Parliamentary fashion, being committed to the tender care of a committee of the whole House. The main objection to the old measure was that while it gave the vote to women of property the humble worker only benefited to the extent of one-tenth of her number. Such an objection was good enough to spoil the chances of the bill of 1910, but unfortunately

it was not a lasting one and permitted of an easy evasion—simply the modification of the proposals.

However it is not our intention to discuss at any length the schemes brought forward by many of the adherents of the movement, but to examine a few of the reasons given in support of the demands of such bodies as the Women's Social and Political Union. There was an old French writer who writing on the quasi-upward movement of the fair sex wrote that woman as woman was adorable but when she emulated man, "elle devint singe."

While not entirely agreeing with the latter sentiment, we cannot help endorsing the first, and if our opposition were only on account of an aversion to seeing woman descend from her high pedestal, we should consider it perfectly justified. Some will say that sheer romanticism is no argument, that sentiment should occupy no place in politics, but human nature is not yet reduced to sheer passionless logic, and still would fain reserve to woman that halo of reverence with which she was invested nearly as far back as the Garden of Eden.

It has been argued that the advent of women voters would do a great deal towards the amelioration of the lot of the female worker. This half truth is perhaps one of the greatest fallacies that the Suffragette has ever put forward in support of her case. A little reasoning will venture to think convince our readers on the subject. The worth of labour is always dependent on the value of the article which labour produces, and if that be the case, the wages of the chain maker and the pottery hand cannot be greatly affected by legislation. The price paid to labour can never exceed its worth and if woman tried to raise the wages of the poor half starved iron worker above its marketable value by act of Parliament, then the employer would have to find a substitute and the worker's second state would be worse than the first. Again, consider the woman clerk. It has been admitted that female labour only owes its success in this direction to its cheapness, and any attempt to raise its cost to the employer will end to the detriment of woman and the rehabilitation of man. So much for the suffragette argument that when an elector she can exercise a useful influence on social conditions.

It is still an open question as to whether the female mind can dispassionately consider any political question. The conduct of the members of the Women's Social and Political Union would seem to show that they could not. The recent scenes in Parliament square, the assaults on Cabinet ministers and the like seem to show that once obsessed with any particular idea, their minds are incapable of accepting anything else. Assuming that to be the case, then prejudice would be introduced to a greater extent than is now the case. Examples which show that such is the case are not hard to find. In one of the states of America a rather advanced form of female suffrage was established. The place was not a hundred miles from Montana. So bitter did feeling run between the feminine members of opposing bodies that the system had to be readjusted and woman's vote has been relegated to the limbo of the past. Of course it cannot be said that man is a paragon of political virtue, yet no one doubts that he is more fitted by hereditary aptitude and training to discuss the business affairs of a great concern such as an Empire.

Man has, perhaps instinctively, endeavoured to shield woman from the stress and storms of life. It is true that, in doing so, he has created many abuses which centuries of legislation have not yet swept away; yet the fact remains that he has, successfully in most cases, confined his mate to a useful and honoured sphere of life, and still has been able to conduct his business on very excellent lines. With the advent of votes for woman much that is beautiful and sentimental will be swept away. Eve's daughters will no longer be potential wives and mothers, ruling the world as they rock the cradle, but possible antagonists in politics, sport and business, and if such should be the case, the often foretold war of the sexes will no longer be a thing of dim fanciful prophecy, but a terrible reality, a reality that would bring more misery in its train to this globe than a hundred sanguine wars.

HONGKONG DAY
BY DAY.

The "Tenyo Maru" will leave Hongkong on May 12th for America, calling at Keelung, Formosa, on route.

During the 24 hours ending noon to-day one case of plague has occurred, the victim, as in all the cases up to date, being a Chinese.

Bishop Montgomery is to speak on "His Tour in the Far East" at the S.P.G. anniversary meeting in the Albert Hall, London, on Friday next.

The National Bank of China announces the retirement of Mr. George Munro, who for the period of two years has been London manager of the bank.

It is stated that \$25,000 is to be spent on the new Star Ferry wharf. The structure will be a two storey one, with offices above. It will be a tremendous improvement on the existing premises.

The directors of the Great Northern Telegraph Company, Limited, Denmark, have declared the same dividend and bonus for 1910 as for the preceding year, viz., 18 per cent., including the 5 per cent. already paid.

A telegram from Batavia to the Deli "Courant" states the city has again been declared infected with cholera and that Harrison's Circus has been closed owing to cases of cholera amongst the stable personnel.

It has been decided to continue the classes at the Peak School during the summer. By the courtesy of the hon. treasurer, Mr. G. A. Tisdall, the classes will be held at his residence, "Quarndon," opposite the Peak Hotel, commencing June 1st.

Judgment was given with costs at the Summary Court this afternoon in favour of the four plaintiffs who sued the Chung On Hotel for a total sum of \$429.23. Mr. Hung appeared for the plaintiffs and Mr. Almada for the defendants.

When we referred to Penang as a crowded island the other day, says the "Straits Echo," we did not know there were 139,376 people on it. We hope the Automobile Club will spare the odd 376. Our floating population of 1,271 is safe, thank goodness.

Mr. Charles Mackay, "Scotch Comedian," was enthusiastically received at the Bijou Theatre last night. Mr. Mackay is undoubtedly the Harry Lauder of the East. He sang three songs in each part, all being full of wit and humour, keeping the audience in laughter from start to finish. Mr. Mackay has just finished a very successful engagement in Peking, Tientsin and Shanghai. He will only stop here for a short time, and then proceeds to Australia, where he is booked for a long period. Miss Grace Wilson is still keeping her audiences in bewilderment with her quick changes. All her numbers are new and well selected. Miss Grace Vyvonne, who sings a very neat song, and dances, is very graceful and petite.

Several fine cattle are on board the "Aurora," which arrived here this morning on route for Japan. The cattle have been brought from England.

Mr. G. W. C. Burnett, who was well-known here as an amateur artist some four years ago, returned to the Colony to-day from Cairo to join the staff of the "Hongkong Telegraph."

J. H. Anderson, of 14, Gresson Street, Wanchai, reports that while his motor boat was being towed by the O. B. launch the rope broke and the motor boat is missing. He believes the craft has drifted out to sea.

We note from the "Yellow Dragon," the Queen's College journal, that Mr. J. O. Hughes, the donor of the College mathematical prize, has consented to write the description of the investiture of the Prince of Wales at Carnarvon for the journal. Dr. Bateson Wright will "represent" the "Dragon" at the Coronation.

The following letter has been received, from the South Manchuria Railway Co., Dalny, by Messrs. Thos. Cook and Son, Hongkong dated May 3rd, 1911:—We are pleased to inform you medical inspection at Woosung against steamers from this port has been abolished. Our steamer service between Dalny and Shanghai is now running as usual without any detention or restriction.

A complaint has been lodged at the police station by Wong Yung, an unemployed Chinese, of 104 Des Vaux Road West. He alleges that on the 7th inst., about 10.30 p.m., he was approached from behind by a man who put one hand over his mouth and the other over his eyes. A confederate then relieved him of his pocket book, containing \$65. The complainant says that he can identify one of the three men, who have been concerned in the robbery.

A meeting of the Legislative Council will be held on Thursday, when the Hon. Dr. Ho Kai will ask the following question:—Will the Government lay on the table at the next meeting of this Council a return showing:—(1) The total amount of revenue; (2) The total amount of expenditure; (3) The amount of margin (if any); (4) The amount of military contribution; and (5) Total amount spent on Public Works Extraordinary for the years 1896 to 1910 inclusive?

Since 1900 there has been remarkable progress in the work of Protestant Missions in China. The number of communicants has increased from 80,882 to 195,905, day schools have grown from 1,766 to 2,020, and pupils from 30,046 to 45,730; higher institutions of learning from 105 with 4,285 pupils, to 1,110 with 34,064 students. Foreign mission workers have increased from 2,461 to 4,299, and Chinese mission workers from 5,071 to 11,661.

Contrary to some statements made, the dollars (pinstres) bought in Saigon have not been purchased by the Chinese Government. The matter has been arranged through the Banque de l'Indo-Chine in the normal course of business. The total amount is \$10,000,000 (pinstres), which will be forwarded from Saigon to Shanghai. At Shanghai the coins will be dealt with by the ordinary smelters and converted into Sycee, without anything to do with the Chinese Government, which is not buying silver at the present time.

What very nearly threatened to turn into a terrible catastrophe occurred on Saturday evening on the tram track near Arsenal Street. A down tram was proceeding along the narrow waterfront, when an automobile rushed up from behind and just cleared the tram. Almost at the same moment, another automobile approached at what appeared to be a tremendous speed considering the congested traffic from the opposite direction and a collision seemed imminent. Fortunately, the tram driver pulled up just in time, the chauffeur at the same time swerving to one side, thereby saving the car from being reduced to match-wood and the passengers from probable fatal consequences. The number of the car could not be obtained.

SUPREME COURT.

THE HONGKONG BANK
SHARES ISSUE.

BANK ASSISTANT'S
EVIDENCE.

THE PRINCIPLE OF
ENGLISH LAW.

Before his Lordship the Chief Justice, Sir Francis Pigott, on the Original side of the Supreme Court this morning, the trial was resumed of an issue as to the ownership of 24 Hongkong Bank shares and 12 new shares issued by the Bank. Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Crist, appeared for the plaintiff (Chan Wai Chi) on the issue and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. B. Hind, of Messrs. Bruton and Hett, represented the defendant (Chan Nu Ying) on the issue.

Mr. Evans, of the Hongkong Bank, was called into the witness-box.

His Lordship—What's the practice of the Bank when probate is presented without a special object?—We enter it in the books.

When a person has shares, do you enter them in the books?—Not necessarily.

When persons become owners of shares do you put them in the books?—It's not necessary, though it has been done sometimes.

How are you to know then who is the owner of the shares. In this case, the shares seem to have belonged to the deceased.—Our only method is to keep a probate book.

So that when a transfer comes about, the executor becomes the holder of the shares?—Yes.

In answer to further questions by his Lordship, witness stated he was not in a position to offer a suitable explanation. He had merely been asked to come forward and produce the probate book and testify to the entries made therein.

Mr. Pollock—It's meant to register probate as well?—Yes.

Every transfer must be made out by deed?—Yes.

It's also the practice that you don't recognise a transferee unless his name is approved and entered on the register of the Bank?—Yes.

Mr. Pollock (To his Lordship)—That may be important by-and-by. It may not be important now. It's Article 62 of the Deed of Settlement.

Witness was then excused.

Mr. Pollock said that with regard to the question of disbursements, or alleged disbursements, as a matter of law, the other side was precluded from taking up the question. The power of the Registrar was final and binding.

Mr. Potter—The question is not relevant on the issue.

Mr. Pollock referred his Lordship to an order made in Chambers by his Lordship on the 24th June, 1910, on an application which was made by way of an originating summons, for certain accounts to be taken.

His Lordship—The order there would have related to certain shares in the Yangtze Insurance Company.

Mr. Pollock—The order was made for various accounts to be taken—an account of personal estate, funeral expenses, legacies and annuities coming into the hands of the plaintiff, and so on. The matter came up before Mr. Kemp before he went home. On the 19th September, 1910, Mr. Kemp disallowed the funeral expenses on the ground that no vouchers were produced. The amount was a very large one—nearly \$5,000. On the general question of disbursements, Mr. Kemp disallowed the whole of the disbursement side of the account and said plaintiff could be assumed to be in possession of the whole or greater part of the estate.

Mr. Potter—That inquiry was never concluded. It's clear we can't stop when the inquiry was never finished.

Mr. Pollock—I can't refer to three or four items at the same time. It's beyond even my powers. He took out a summons, which was quite a proper procedure to adopt on the 19th October, 1910, and the result was that the order was discharged or varied. What Mr. Wakenman decided on that point appeared on his notes. Mr. Beavis applied for a re-inquiry on

the ground that non-production of vouchers was no ground for disallowance of the items. The application was refused on the ground that the inquiry could not be re-opened once the items had been disallowed. The case stood this way. Those disbursements which had been brought forward to show that they had paid certain items were disallowed. If they were dissatisfied with the order they could have appealed in the ordinary way by motion applying for discharge or variance, and the Registrar's decision could have been upset. This question is important on the issue, as it was on the disbursements that the loan by Chan Wai Chi hinged.

Mr. Potter—The question is whether it's relevant at all! This issue deals with a title to certain shares.

His Lordship agreed. Mr. Pollock—The trouble is that it'll make my cross-examination of Wong Shi considerably lessened. I've a lot of bombs to fire at your Lordship (Laughter).

Mr. Potter—I told your Lordship that my friend had a lot of bombs in his pockets to fire at your Lordship (Laughter).

Proceeding, Mr. Potter said that all he had been asked by his Lordship to do yesterday—and he was bound to do it—was to show how his client came to be in the possession of the shares in dispute.

His Lordship—Not only that but you must show you are entitled to them.

Mr. Potter—Am I to be blamed if the executrix had noted wrongly? Even assuming that she was guilty of breach of trust, what has that to do with Chan Wai Chi? It was never suggested that the money had gone into his pockets.

His Lordship—But the fact is fairly patent that he knew all that was going on and was a consenting party.

Mr. Potter—It's for my friend to show why I should not continue to be in possession of the shares. Surely it's not for me to show why I should continue in possession of them! I've already proved my client to be the registered and, for that reason, the legal owner of the shares.

His Lordship—It seems to me that the family was wealthy, one and lived beyond their means. Beyond the will and borrowed money from Chan Wai Chi and paid him out of the estate.

Mr. Potter—Borrowed through the executrix and transferred shares in return.

His Lordship—I can't say.

Mr. Potter—She must have done so. There was no other way. If Chan Wai Chi so pleased, he was entitled to lend money to the executrix. She executed the transfer herself.

His Lordship—But she gave him power of attorney?

Mr. Potter—When the time came for the sale of the shares, she made the transfer herself. All I want to show is that I've made out a prima facie case. If people assent to do a certain thing, they cannot afterwards come back and dissent.

Mr. Pollock—An infant cannot dissent.

Mr. Potter—A guardian has the right of absolute disposal of property. The ward has legal remedy.

His Lordship—If I were to sanction what you are asking me to, I'll upset the whole principle of English law as regards the Chinese. The Chinese could then do what they liked with wills.

Mr. Potter—There's nothing in English law to prevent a person from doing what he liked as long as property is vested in him. In this case, all the beneficiaries under the will agreed to do a certain thing, namely, to borrow money. If the beneficiaries agreed to throw the property into the harbour, they could have done so. There's nothing in English law in a case where the beneficiaries agree on a certain course of action to force them to observe the exact terms of a will.

Mr. Pollock—Yes, there is.

Mr. Potter—My friend says there is.

Mr. Pollock—There's the question of an infant.

Mr. Potter—There's only this infant who is giving us all this trouble. It's rather significant that he is the only person who disagrees. It doesn't make our legal position any stronger but the fact is there.

He has his remedy, although he has been disbarred out of the property. Mr. Beavis applied for a re-inquiry on

being guilty of breach of trust but one of lending money to the executrix on a will in respect of which all the beneficiaries agreed.

His Lordship—Then you say that an infant can't re-open because the guardian turns round and says "I was your guardian."

Mr. Potter—He has his remedy. In this case, there were five beneficiaries. Four were of age. One was not, and had a testamentary guardian. Now the powers vested in a testamentary guardian are vastly superior to those of an ordinary guardian.

His Lordship—Was she appointed testamentary guardian?

Mr. Potter—Yes.

Do you say that in a case of administration that would be a complete answer?—Yes.

Further hearing was adjourned.

FASHIONS FOR MEN.

THE NEW LOUNGE SUIT.

It is the new lounge suit that a man on a visit to his tailor thinks most about when the coming summer is casting its chilly before in false and treacherous signs of a settled change of climate. But the present time is none too early for ordering that suit of suits in which the man of to-day—the average man—spends most of his time, and the question as to whether he wears it in April with or without an overcoat, for outdoor purposes, is one purely of individual constitution, though, if he be wise, and not above accepting advice, he will go very cautiously about the pleasant business of greeting the "green shoots" of spring in a costume appropriate to the occasion. It is very tempting to honour the "fresh earth" in new leaves' drest" by walking upon it similarly attired—substituting new clothes for new leaves; but it would be as well for the man who intends to do this to get a spring overcoat in addition—one of the latest slip-on light-weight whippersnappers, made fairly full in the skirt, and with roomy sleeves into which the wearer may make his backward plunge without straining the undercoat and wrinkling it up at the back of the neck.

But to the new lounge suit itself. Some of my readers have sent in the shop-windows or the fitting-rooms of the lesser lights of the clothes market fashion plates for the season in which one of the figures is wearing a last year's lounge suit, and not a very good example of it at that. I make mention of that figure in case it might have led to the belief in some minds that the artist has correctly reproduced the style of the moment. He has not. He has gone to the pains of drawing a jacket with a very pronounced waist and a very long skirt, thus exaggerating the characteristics of last season's garment, and his picture has come forth into the light at a time when lounge jackets are being cut comparatively short, and having only a suggestion of shapeliness worked into their outer lines. Not by a long way have we gone back to the old sacque suit, the coat of which bulged out from the collar-line as if it had been filled with air. But the tailors are not repeating the lounge coat of last year, and they most certainly are not caricaturing it, after the fashion of the figure I have drawn attention to.

The main points of the new lounge coat consist of an easily-fitting body with a moderately-defined waist line, an ordinary length of skirt, fronts rounded off from a straight line and not beginning to branch away from the lowest button (which in some cases is the highest also, although one-button lounges are not likely to be so fashionable as the two-button kind), long lapels coming from what is known as an open step, sleeves fitting the arm a little closer than usual from the elbow to the cuff, and buttons covered with the material used in the making of the suit. There is a great revival now in "same material" buttons for all suits except dress suits, these having the dome-shaped kind basket-worked in silk. The leading colour for the 1911 lounge will be brown, though many men are sticking to their grays and blues.

As speaker at an Asia-Pacific League meeting in San Francisco declared that unless Japan's immigration into the United States was checked, the country would be swamped by the Japanese.

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From Hongkong	From Quebec
"EMPEROR OF JAPAN" Satur., May 20.	"EMPEROR OF BRITAIN" Fri., June 16.
"EMPEROR OF CHINA" Satur., June 10.	"ALLAN LINE" Fri., July 7.
"MONTAGUE" Wed., June 28.	
"EMPEROR OF INDIA" Satur., July 1.	"EMPEROR OF ISLAND" Fri., July 28.
"EMPEROR OF JAPAN" Satur., July 22.	"ALLAN LINE" Fri., Aug. 18.
"EMPEROR OF CHINA" Satur., Aug. 12.	"EMPEROR OF BRITAIN" Fri., Sept. 8.

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43. Via New York £45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,

Corner Polder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI	CHOYSANG	Thursday, 11th May, Noon.
TIENSIN & WEIHAIWEI	CHOYSHING	Thursday, 11th May, Noon.
SINGAPORE, PENANG	LAISANG	Saturday, 13th May, Noon.
MANILA	WINGSANG	Saturday, 13th May, 2 p.m.
SANDAKAN	MAUSANG	Monday, 15th May, Noon.
SHANGHAI, KOBE, & MOJI	FOOKSANG	Monday, 29th May, Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Wednesday, 31st May, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days). The steamers "Kutsang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHEWSON & CO., LD.

Telephone No. 216. General Managers. Hongkong, 9th May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIO"	6,252	G. D. McGill.	30th May
"LUCERIO"	6,400	J. Mathie.	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Oriente" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 1st May, 1911.

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for HOIHOW—HAIPHONG—PAKHOI—TAMSUI.

For	Steamer	Tons	Sails on
HOIHOW, PAKHOI & HAIPHONG	"Triumph"	1,750	May 18th, 9 a.m.

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

JEBSEN & CO.

Telephone 805, Hongkong, 5th May, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911.
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...	AKI MARU, Capt. K. Homma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moses, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 10th May, at Daylight. WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight.

VICTORIA, B.C. & SEATTLE...	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 20th May, from KOBE
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VICTORIA, B.C. & SEATTLE via KANLUN, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tominaga, Tons 7,000	TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m.
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SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE...	KUMANO MARU, Capt. M. Winkler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 5,000	FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon.
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SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7,000	FRIDAY, 12th May.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at 8 a.m.
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KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	THURSDAY, 11th May, at 11 a.m.
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BOMBAY, &c. ...	COLOMBO MARU, Capt. Salter, Tons 6,000	TUESDAY, 16th May.
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† Fitted with new system of wireless telegraphy. † Cargo only.
* Carries dock passengers.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$80
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
TSINGTAU, CHEFOO & NEWCHWANG	"KWANGSE"	10th May, 4 p.m.
SHANGHAI	"ANHUI"	11th " 4 p.m.
SHANGHAI	"CHENAN"	13th " 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	16th " 4 p.m.
SHANGHAI	"LUCHOW"	18th " 4 p.m.
MANILA, CEBU & ILOILO	"TEAN"	20th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A. Duty qualified Doctor in caried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Aihui, Chenan, Lintan, Chinhua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 82, Hongkong, 9th May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

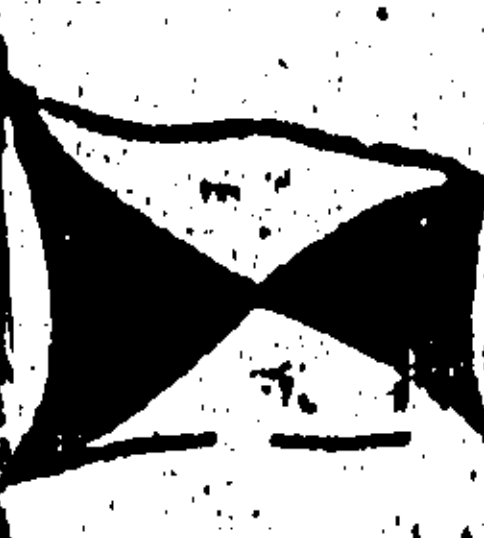
Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
S.S. Scandia 13th May	S.S. Suevia 9th May
" Slavonia 4th June	For Rotterdam, Hamburg & Antwerp:
" Fejovia 16th June	S.S. Sachsen 26th May
" Spacia 1st July	For Marseilles, Havre & Hamburg:
" Sillesia 12th July	S.S. Bayern 30th May
" O. Ferd. Laziz 28th July	For Rotterdam & Hamburg:
For Further Particulars, apply to—	S.S. Aradia 1st June
	For Havre & Hamburg:
	S.S. Friesland 9th June

Hamburg-Amerika Linie, Hongkong Office.

HONGKONG
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	WEDNESDAY, 10th May, 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	

For Freight or Passage apply to

SHewan, TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st April, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
PAKHOL & HAIPHONG	"Hanoi"			May 16, 10 a.m.
HAIPHONG	"Hongkong"	C. Carlsenssen	330	"Uncertain"

For Freight and Passage, apply to

A. R. MARTY, 24, Des Vaux Road.

Telephone 118.

Hongkong, 9th May, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
Nippon Maru	11,000	U. S. Smith	Friday, June 2, 1 p.m.

† Triple Screws, turbine engines.

* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONGKONG, on FRIDAY, the 12th May, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with National Railway of Mexico at MANTERNEY) Only Regular Direct Service to American Ports and Chilean Ports (PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).)

Steamer	Tons	Captain	Date of Sailing.
Hongkong Maru	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.
Buyo Maru	10,600	K. Hamamoto	Saturday, Oct. 14, 1 p.m.

The Steamers "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONGKONG, on FRIDAY, the 12th May, at 1 p.m.

For Further Particulars as to Freight and Passage, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Bank Pier).

CANTON NEWS.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, May 8th.
DISGUISED ANARCHIST
ARRESTED.

Some days ago a woman in order to escape the attention of the police. His disguise was well got up, but unfortunately he was suspected by some braves stationed in South Street. He tried to run away but in the struggle his wig dropped and he was accordingly arrested.

"PIES" CONTAIN
DYNAMITE.

Some time before the outbreak of the tumult in Canton, two queueless Chinese and three women took up their quarters in a house near Sai-wu Street. The day after the outbreak the two men were arrested while going out in chairs. The news of their arrest was brought to the knowledge of the three women by the chair coolies. The women displayed great calmness, and left the house in chairs, but they never returned. The matter was reported by the landlord to the police, and the house searched. A quantity of arms and ammunition were discovered. A few days afterwards the house was cleaned, and three baskets containing eatables in the form of pies and rice horns, were found. They were thrown into the streets. A number of poor children in the neighbourhood and a woman at once made for the eatables. The female beggar was so hungry that she swallowed one of the pies. She dropped dead instantly. On examination it was found they contained nothing else but dynamite.

THE WRECK OF THE
ASIA.

EX-SKIPPER'S VIEW.

The "Leading Light," of Shanghai, which is edited by a well-known ex-skipper of the China coast, has some caustic remarks to pass upon the circumstances surrounding the wreck of the Asia. Dealing with the alleged piracy in the vicinity of the fatal island the writer points out that the fisher folk seem to have behaved as coast folk all the world over have behaved when a wreck is cast up in their neighbourhood. We know that not so very long ago cases of "wrecking" occurred in Cornwall, the villagers of one district being guilty of deliberately luring a ship on to the rocks. The Chinese junk and sampan folk who swarmed round the Asia in no way broke the law, until the officers and crew had abandoned the vessel. The wisdom of this abandonment is open to question, since it naturally suggested to the natives that the vessel had been left to her fate. As the "Leading Light," with first-hand knowledge of the facts, points out; no attempt whatever appears to have been made to protect the ship with a view to salvage. She was not anchored in order to prevent her slipping back into deep water, and since such action, in view of the fact that the vessel was only submerged as far as No. 4 hatch, would certainly have resulted in the saving of a large part of the valuable cargo and fittings we must agree with our northern contemporary that little was attempted and very little done. Had a portion of the crew stood by the vessel until a gunboat arrived to guard her from looters, there is no doubt that the loss to the owners and passengers would not have been so great. Under the circumstances, it is to be regarded as natural that the Chinese fisherfolk should have done what they could to benefit themselves by saving from the sea the valuable which were left at its mercy. The U.S. gunboat Helena might have preserved the wreck if she had remained on the scene; but the Asia was completely deserted as soon as it was known that the crew and passengers were safe. The junk folk may not have been within their rights in then looting the ship, but such action of their part is certainly natural. The fact that the captain of the Asia was of the "fisher" class is a point in his favor.

PHOTOGRAPHIC NOTES.

Hints on Copying.—I have received a request from a reader asking for a few general hints on copying photographic and coloured prints, etc. As I have no doubt that the majority of amateurs at one time or another in their photographic career may have occasion to obtain a negative, either from a print to replace the original negative which may have been broken, or it may be necessary to make a series of lantern-slides from book illustrations, or again the amateur may receive a commission to supply a few copies of a friend's portrait from one which has been taken by a professional. In any of the above cases the actual making of the negative will be quite a simple matter if it is done about in a systematic manner, and provided the apparatus is suitable. The last stipulation is made because in many cases, where ordinary box-form hand-cameras are the only means at disposal, then unless certain additions are made in the nature of magnifiers and focusing-screen, I am afraid that it would merely be wasting the beginner's time and plates to attempt copying with such an instrument.

REDUCTION OR ENLARGEMENT.

In the copying of illustrations for lantern-slide purposes it will be found in the great majority of cases that little difficulty is experienced, because the size of the image is often considerably less than that of the original picture. By this I mean that cameras with the short-bellows extension may be employed, but in cases where the diagram or picture is smaller than 3 in. by 3 in., then it will be necessary that the camera possesses bellows extension which will enable the lens to be placed just twice its focal length from the ground-glass. I may say that most cameras provide for this "double extension," as it is termed, and assuming that the lens is of the usual focal length for the particular size of camera, viz., 7.12 in. to 8 in. for a half-plate, and 5 in. to 6 in. for a quarter-plate. In many of the up-to-date instruments, however, especially those fitted with conical bellows, it will be found that provision has been made to allow the lens to be placed at three times its focal distance from the ground-glass, or in other words, such instruments have "triple extension."

ARRANGING THE PRINT.

First fix the camera to its tripod. I advise the novice to do this in preference to employing the camera without a stand, as is sometimes done, by simply placing it on a box in such a manner that the lens comes opposite the centre of the print or illustration which is to be copied, this having been pinned to a drawing-board, and supported at its proper distance from the camera. In the latter case it is often difficult to keep the instrument square with the copy, and in the putting in and taking out of the dark-slide it is very probable that movement will take place. I suggest, therefore, that the tripod should be used; further, I do not recommend copying indoors, for except one is able to get near a rather large window, it is almost impossible evenly to illuminate the whole of the picture which it is desired to reproduce. I recommend that the photograph, illustration, &c., be placed to a suitable board and then suspended from a nail driven in the garden wall. In pinning the copy to the board it is just as well to bear in mind that there is a right and a wrong method of doing this. If it is an ordinary photograph it will be immaterial whether it is placed on the board right way up or upside down, but for convenience sake the better plan is to invert it, for when viewing the image on the focussing-screen it will appear right way up, and a better conception of the actual appearance of the resulting copy will be more easily arrived at. If, however, it is a book illustration or a photographic print on very rough paper which is being copied, or if one is copying an oil-painting in which the high lights have been "loaded" and the little projections of white paint catch the light and thus accentuate the effect, if such a picture is inverted, by so doing one causes the light to be thrown on the wrong side of the little

projections, and this in some cases would render the appearance of the drawing faulty. It should therefore be seen that the picture is so arranged that the light striking it comes from the same direction as it did when the artist was at work.

THE PLATE TO USE.

When one has become somewhat experienced in the taking of copies, almost any kind of plate may be used, although, in my opinion, it is essential that the nature of the subject which is being copied should be taken into consideration. I would suggest the dividing of the subjects under three heads: (a) subjects which, in the resulting, will require increase of contrast, such, for example, as flat or line drawings—e.g., scientific diagrams, reproductions from such papers as "Punch." In copying from periodicals of this character it will, however, be necessary to obtain permission from the proprietors before such copies can be publicly used in the lantern. In the second class I should include subjects of normal contrast; and in Class C, pictures in colour, drawings on coloured paper, photographs which have become yellowed. Each of these different classes will require a really distinctive make of plate, for the first, where increase of contrast is necessary, this will be most easily secured by employing a slow plate, either one of the ordinary brands, or, in the case of line drawings, where absolute transparency of the shadows and opacity of the high lights is desired, then what is termed a process or a half-tone plate is what I should recommend. Except in such cases as line drawings, the slowest plates of the particular brand to which the reader is accustomed may be satisfactorily used, and will give negatives from which prints showing the desired amount of contrast may be obtained.

COLOURED PRINTS OR PHOTOGRAPHS.

If the correct representation of the relative colour values in the original are to appear in the copy, then it is essential, in photographing coloured prints, that is, or orthochromatic plates be employed. Let me, however, caution the reader that it will not suffice to simply purchase a box of ortho plates, and use them in conjunction with a yellow screen. The selection of the light filter should be made with care, as, in the case of a faded photograph, the actual paper upon which the image appears is itself yellow, and the high lights will, therefore, exert but little influence on an ordinary plate, and even with an iso plate they will be over-exposed before the deep colour of the shadows has affected the emulsion. With faded prints, therefore, use a slow ortho plate, with a light filter, increasing the exposure say, eight times; if brown, yellowish brown, or red-coloured engravings are being copied, use the same kind of plate, but employ a light-filter, increasing the exposure some twenty times; this will keep back the action in the high lights.

DEVELOPER.

For line negatives, metal-hydroquinone is a very useful form, as it gives density without unduly prolonging development. For ordinary copies, that developer with which the amateur is most familiar should be used.

EXPOSURE.

I strongly recommend the reader to purchase an exposure-meter, and to carefully read the instructions supplied with it, particularly those relating to copying. If this is done, little difficulty will be experienced in the matter of exposure.—"The Aspin."

OUR DIARY.

Tuesday, 9th May.
Bijou Scenic Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.
Wednesday, 10th May.
Entries close for Second Gymkhana Meeting.
Thursday, 11th May.
Legislative Council Meeting.
Thursday, 11th May.
Annual general Meeting of the Hongkong Horticultural Society, 5.15 p.m.
Friday, 12th May.
Theatre Royal, "The Follies" at 9 p.m.
Saturday, 13th May.
Theatre Royal, "The Follies" at 9 p.m.
Gun Club Annual General Meeting at 5 p.m.

ENTERTAINMENTS.

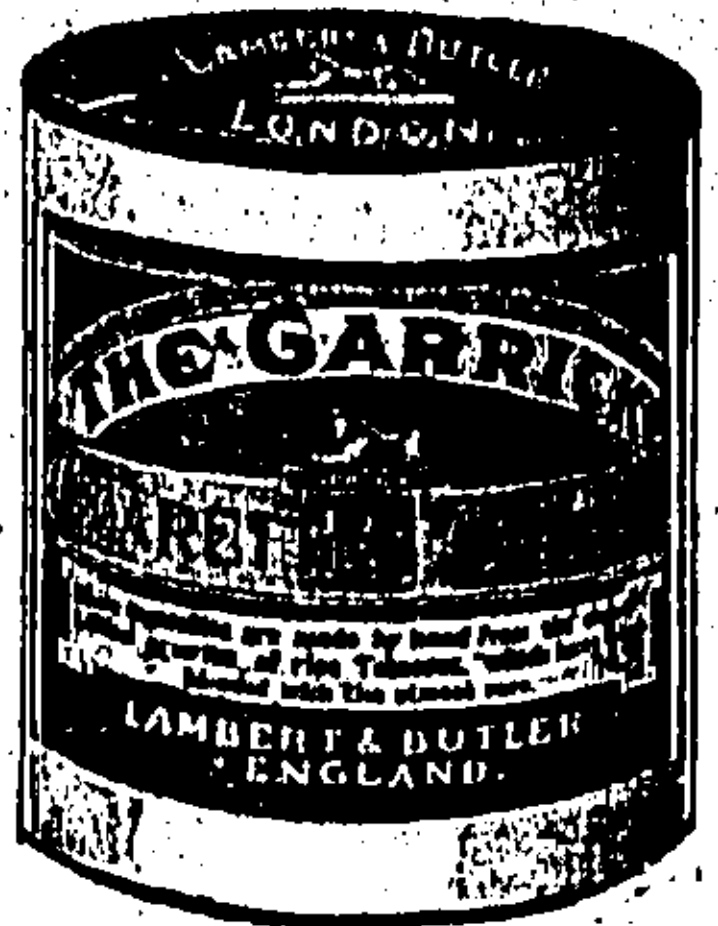
BIJOU SCENIC THEATRE.

(FLOWER STREET)

EVERY EVENING! EVERY EVENING at 9.15 p.m. sharp.
CINEMATOGRAPH VAUDEVILLE
MISS GRACE WILSON. MISS GRACE VVVEENE.
The only place to see an enjoyable evening. Electric Fans Throughout Theatre.
SPECIAL PICTURES THIS WEEK.
"THE HOBBLE SKIRT." THE HEART FORGIVES.
SHOOTING RAPIDS IN JAPAN AND A MAX LINDER.

OPENING MONDAY, 8th May, 1911.
CHAS. MACKAYE, Scotch Comedian.

IMPERSONATION OF HARRY LAUDER.
Lodge and Manager: R. H. STEPHENSON.



THE "GARRICK" CIGARETTES

(handmade).

Manufactured from the Highest Grades of Bright Virginia Tobacco and packed in Air-tight tins of 50.

Sold Everywhere.

LAMBERT & BUTLER, ENGLAND.



TRADE

MARK

THE BERNESE ALPS MILK CO
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.
BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

[981]

CLARK & CO.

Scientific

Opticians.

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

[1098]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.

GRAVING DOCK

787 ft. by 88 ft. by 24 ft. 6 in.
Pumps empty Dock in
2 3/4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 5,000 tons
displacement, providing conditions for
painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
the Works Raising up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

Theatre Royal.

RETURN VISIT FOR

TW NIGHTS ONLY

OF

HENRY DALLAS

and his Company

"THE FOLLIES."

FRIDAY and SATURDAY,

May 12th and 13th.

Plans Now Open at

MOUTRIE'S.

Business Manager:

Harry A. Dooley.

Hongkong, 6th May, 1911. [1110]

THE

"Empire" Cinematograph

Theatre,

Des Vaux Road Central.

THE HOUSE OF GOOD THINGS.

UP-TO-DATE SPLENDID

FILMS.

A Big Hit of the Eminent Artists

Mr. Falato.....BARITONE

Miss Salvati.....SOPRANO

Miss Bascans.....Do.

HIGH-CLASS MUSIC.

2 Performances: 7.15 & 9.15 p.m.

Matinees:

Saturdays & Sundays, 4.30 p.m.

Coming, the well-known Troupe

CHING-LING-FOO.

Hongkong, 6th May, 1911. [852]

VICTORIA SKATING

RINK

Next Door to the Empire.

This Rink will be open during the

month of May, from 4 p.m.

SESSIONS DAILY: 5 to 7 p.m.

7.15 to 8.45 p.m. 9 to 11 p.m.

Hongkong, 6th May, 1911. [890]

STEAM LAUNDRY CO. 6

YAU MATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only

Laundry in the Colony under

European Supervision.

Filtered Water. Regular Delivery.

Flannels and Underwear washed by

skilled Japanese.

Monthly rates quoted. Dry cleaning

a specialty. Depot No. 4, Beaconsfield

Arcade, Tel. K32.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [981]

PHONE 482.

HONGKONG MOTOR

GARAGE.

TRY OUR

New 40 H. Power

RUBY COLOUR

CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$8 per hour.

DRAGON CYCLE DEPOT,

63, Des Vaux Road Central. [4]

Shipping—Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

LEAVING. FRIDAY, 12th May, at 11 a.m.
TUESDAY, 16th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)
WEDNESDAY, 10th May, at 11 a.m.
SUNDAY, 14th May, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf
near Blake Pier.

For Freight and Passage, apply to
Douglas, Laprak & Co.,
General Managers.

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JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Expected on or about From With leave on or about For
Tjilatjap 1st half May..... 1st half May SHANGHAI.
Tjilatjap 1st half May..... 1st half May JAPAN.
Tjilatjap 1st half May..... 2nd half May JAPAN.
Tjilatjap 2nd half May..... 2nd half May JAPAN.
Tjilatjap 2nd half May..... 2nd half May JAPAN.
Tjilatjap 1st half June..... 1st half June SHANGHAI.

The steamers are all fitted throughout with Electric Light, and have
accommodation for a limited number of saloon passengers, and will take cargo
on all Ports in Netherlands-India on through R/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Yok Buildings.

Telephone No. 375

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Regular Steamship Service

to New York,

via PORTS and SUEZ CANAL

(With Liberty to Call at Malabar Coast).

ROUTED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER" (About 11th

CASTLE) May.

For Freight and further information,

apply to

DODWELL & CO., LTD.,

Agents.

Hongkong, 4th May, 1911. [1107]

THE AMERICAN & ORIENTAL

LINE.

FOR NEW YORK

(With liberty to call at the Malabar Coast).

THE Steamship

"AFGHAN PRINCE,"

Captain Thomas, will be despatched for

the above port on WEDNESDAY,

24th inst.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co.,

General Agents.

Hongkong, 8th May, 1911. [1084]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.

Hongkong, 1st May, 1911. [1099]

MAN CHEONG,

10, WELLINGTON STREET CENTRAL,

HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies'

TAILORS & OUTFITTERS.

Embroidery, Pongee Silk, Glass Cloth,

Canton Silk and Lace, &c., &c.

Hongkong, 23rd January, 1911. [885]

Consignees

FROM EUROPE.

THE "HANSA" Steamship

"FRIENFELS,"

Captain Diedrichson, having arrived,

Consignees of Cargo are hereby informed

that their goods are being landed and

placed at their risk in the hazardous

and/or extra-hazardous Godowns of the

Hongkong & Kowloon Wharf &

Godown Company, Limited, whence

delivery may be obtained against Bills-

of-Lading countersigned by the Under-

signed.

Optional Cargo will be carried on

unless notice to the contrary be given

to-day.

All claims must be presented within

ten days of the steamer's arrival here,

after which date they cannot be re-

organized.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

8th inst., will be subject to rent.

All broken, chafed, and damaged

goods must be left in the Godowns,

where they will be examined on the

8th inst., at 3 p.m.

No Fire Insurance will be effected by

us in any case whatever.

This steamer brings on cargo:

Ex s.s. "Franz" from Stettin.

Ex s.s. "Germania" from Gote-

borg.

Ex s.s. "Mazagan" from Sebatel.

Ex s.s. "Hamburg" from Gote-

borg.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 8th May, 1911. [984]

057]

